

The China Mail.

Established February, 1845.

VOL XXXVIII. No. 5867.

號八月五年二十八百八十一英

HONGKONG, MONDAY, MAY 8, 1882.

日一月三年午王

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES & HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PRINCE, 30, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HEINZEN & Co., Manila.

CHINA.—MACAO, MOSSER A. A. DE MELLO & Co., Seawall, CAMBELL & Co., Amoy, WILSON, NICHOLLS & Co., FOOCHOW, HEDGE & Co., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.

RATES OF INTEREST ALLOWED ON DE-

POSITS.

At 3 months' notice 3% per annum.

" 6 " " 4% "

" 12 " " 5% "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,

Manager.

Oriental Bank Corporation,

Hongkong, September 4, 1882.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$5,000,000 Dollars.

RESERVE FUND.....\$2,100,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. L. DALRYMPLE, Esq.

Deputy Chairman—W.M. REINERS, Esq.

H. HOPKINS, Esq. M. E. SASSOON, Esq.

HOR. F. B. JOHNSON C. V. VERNON SMITH,

A. P. MCLENNAN, Esq.

A. M. MOLVER, Esq.

F. D. SASSOON, Esq.

Chief Manager.

Hongkong.....THOMAS JACKSON, Esq.

Manager.

Shanghai.....EWYN CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.

" 6 " " 4 per cent. "

" 12 " " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, March 22, 1882.

COMPTOIR D'ESCOMpte DE PARIS.

(Incorporated 7th & 14th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP.....£3,200,000.

RESERVE FUND.....\$300,000.

HEAD OFFICE—14, Rue Bergerie, PARIS.

AGENCIES and BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO, MARSEILLE, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHOW, MELBOURNE, and SYDNEY.

LONDON BANKERS:

THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

MESSRS. C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking and Exchange Business.

F. COCHINARD,

Agent, Hongkong.

Hongkong, February 8, 1882.

NOTICES OF FIRMS.

NOTICE.
THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs. KYNOCH & Co., of Wixton, near BRIMINGHAM.

MEYER & Co.

Hongkong, August 18, 1881.

NOTICE.

THE INTEREST and RESPONSIBILITY of M. FRANCIS BLACKWELL FORBES in our Firm, CHANGED on the 31st December, 1881.

RUSSELL & Co.

Hongkong and China, 20th April, 1882.

Notices of Firms.

NOTICE

We have been appointed AGENTS for the MITSU BUSSAN KAISHA, of Tokio, at THIS PORT.

GEO. R. STEVENS & Co.

Hongkong, February 1, 1882.

NOTICE

THE Undersigned has Admitted Mr. M. L. SALAMON into PARTNERSHIP from this date, and the BUSINESS in future will be Conducted under the Style of "HOLMES & SALAMON".

(Signed) GEORGE HOLMES.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HEINZEN & Co., Manila.

CHINA.—Macao, MOSHER A. A. DE MELLO & Co., Seawall, CAMBELL & Co., Amoy, WILSON, NICHOLLS & Co., FOOCHOW, HEDGE & Co., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

NOTICE

THE INTEREST and RESPONSIBILITY of Mr. NESSIM ISAAC SILAS in our Firm in China and Hongkong CEASED on the 31st December, 1881.

E. D. SASSOON & Co.

Hongkong, April 24, 1882.

NOTICE

THE FRONT PORTION of PREMISES formerly occupied by the late E. CHASTEL & Co., 15, QUEEN'S ROAD, Suitable for either One or Two OFFICES or a STORE.

Apply to

HONGKONG DISPENSARY.

Hongkong, May 2, 1882.

NOTICE

THE INTEREST and RESPONSIBILITY of Mr. CHARLES KAEN in our Firm CEASED on the 30th April, 1882.

REISS & Co.

Hongkong, 1st May, 1882.

NOTICE

THE INTEREST and RESPONSIBILITY of Messrs. D. D. OLIVE & Co., of Amoy, FOOCHOW, Taku and Taiwanfu, under the name and Firm of "SHANG TAI WOO".

E. N. MEHTA.

E. S. YOUNG, Esq.

Hongkong, May 1, 1882.

NOTICE

WE HAVE THIS DAY commenced BUSINESS as MERCHANTS and COMMISSION AGENTS at Amoy, FOOCHOW and Taiwanfu, under the style and firm of "MEHTA & Co."

E. N. MEHTA.

B. S. MEHTA.

Hongkong, May 1, 1882.

FOR SALE.

WILLIAM DOLAN,

22, Praya Central.

GOTOWN S-T-O-L-E-T.

Praya East and Wan Chai Road.

For Particulars, apply to

G. R. LAMMERT,

Pedder's Wharf.

Hongkong, May 1, 1882.

FOR SALE.

195 Fathoms SECOND-HAND TWO-INCH

in Lots to suit.

Apply to

WILLIAM DOLAN,

22, Praya Central.

Hongkong, May 1, 1882.

FOR SALE.

JULES MUMM & Co.'s

CHAMPAGNE.

Quart.....\$17 per 1 doz. Case.

Pint.....\$18 per 2 doz. "

GIBB, LIVINGSTON & Co.

Hongkong, November 1, 1881.

FOR SALE.

A. RAUTERT MAINZ DELICIOUS

TABLE BEER.

4 doz. x Case CHAMPAGNE BOTTLES.

\$10. Apply to

SANDER & Co.

Hongkong, March 30, 1882.

FOR SALE

MESSRS. W. & J. LOCKETT'S Cele-

bated BRANDS, THREALL'S Ex-

port, PALE Ale, and INDIA'S

FINE OLD PORT, in Cases of 1 dozen.

Also,

SILVER MOUSSEAU (Vin de

Champagne), in Cases 2 dozen Pints and 1

dozen Quarts.

GEO. R. STEVENS & Co.

Hongkong, February 1, 1882.

WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Hongkong, August 18, 1881.

For Sale.

MacEWEN, FRICKEL & Co.
WILL REMOVE on 1st MAY
to their
NEW AND EXTENSIVE
PREMISES,
No. 53, Queen's Road East
(OPPOSITE THE COMMUNIQUAI),
WHERE they have special facilities for
conducting their Town and Harbour
Business, and trust to merit a continuance
of Public Confidence and Support.

A FULL STOCK OF STORES,
WINES, &c.,
ALWAYS ON HAND,—INCLUDING:

YORK HAMS.
CHRISTMAS CAKES.
TEYSSONNEAU'S DESSERT FRUITS.
ALMONDS and RAISINS.
SMYRNA FIGS.

PICNIC TONGUES.
COOCOTINA.
VAN HOUTEN'S COCOA.
LIEBHOLD & EPE'S COCOA.
FRENCH PLUMS.

HUNTER & PAMER'S BISCUITS.
PATE DE FOIE GRAS.

MINCE MEAT.

CHOCOLATE—MENIER.

SAUSAGES.

BROWN.

ISIGNY BUTTER.
DANISH BUTTER.
BREAKFAST TONGUES.
ANCHOVIES.

ASPARAGUS.

SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES.

HEDINGER'S MONOPOLE & WHITE
SEAL.

VEUVE CLICQUOT PONSAUDIN.

JULES MUMM & Co.; pints & quarts.

CLARETS—

CHATEAU MARGAUX.

CHATEAU LA ROSE, pints & quarts.

CHATEAU LAFITE,

IRIS, GRAVES,

BREAKFAST CLARET."

SHERRIES & PORT—

SACCONI'S MANZANILLA & AMON-

TILLADO.

SACCONI'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—

1, 2 & 3-nd HENNESSY'S BRANDY.

BISQUIT D'TOUCOU & Co.'S BRANDY.

FINEST OLD BOURBON WHISKY.

ROYAL GLENDEE WHISKY.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA.

BOKER'S and ORANGE BUTTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

PILSENER BEER, in quarts.

DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogheads.

TOPCAN BUTTER.

Eastern and California CHEESE.

Bonbons CODISH.

Prime HAMS and BACON.

Eagle Brand Condensed MILK.

PEACH and APPLE BUTTER.

Pickled OX-TONGUES.

Family PIG-PIRK in kegs and pieces.

Paragon MACKEREL in 5 lb cans.

Bean Head SALMON in 5 lb cans.

Cutting's Deseat FRUITS in 2½ lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage

MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCemeAT.

COME HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted

MEATS.

Richardson & Robbin's Curried OYSTERS.

"Lunch TONGUE.

McCartys's Sugar LEMONADE.

Clam CHOWDER.

Smoked SALMON.

Green TURTLE in 2½ lb cans.

&c., &c., &c.

YACHT & PICNIC SUPPLIES.

CALIFORNIA RACKER.

COMPANY'S BISCUITS in 5 lb

tins, and loose.

Alphabetical BIS-

CUTTS.

Fancy Sweet Mixed

BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MEAL.

SPECIALLY SELECTED

CIGARS.

Fine New Season's CUMSHAW TEA, in

5 and 10 catty Boxes.

BREAKFAST CONGO @ 25 cents p. lb.

SHIPCHANDLERY of every Description.

MACKINNON PEN.

LIVERMORE PEN.

LAWN TENNIS BATS.

LAWN TENNIS BALLS.

LAWN TENNIS SHOES.

Hongkong, April 18, 1882.

Entertainment.

POSTPONEMENT.

THEATRE ROYAL,
CITY HALL.

UNDER THE PATRONAGE OF H. E. THE
ADMINISTRATOR.

ITALIAN OPERA COMPANY.

SIXTH PERFORMANCE

SECOND SUBSCRIPTION SERIES

Will be given

THIS EVENING,

the 8th Instant,

When will be produced

"POLIUTO,"

GRAND OPERA BY DONIZETTI.

Price of Admission:

Dress Circle, \$3.

Stalls, \$2.

Pit, \$1.

Tickets to be obtained at Messrs KELLY
& WALSH's, and at the Doors.

Doors open at 8.30 p.m.; Performance to
commence at 9 p.m., sharp.

For Ladies unaccompanied by Gentlemen
cannot be admitted.

A. HOFLICH,

Hongkong, May 8, 1882. my9

EDWARD J. ACKROYD,
Registrar.

To-day's Advertisements.



NOTICE TO CREDITORS.

THE Adjourned FIRST MEETING of
CREDITORS in the BANKRUPTCY
of VOGEL and COMPANY will be held at
the Office of the Registrar on FEIDAY
NEXT, the 12th Instant, at Noon, precisely.

EDWARD J. ACKROYD,

Registrar.

Registry Supreme Court,
8th May, 1882. my12

ARRIVALS.

May 8, *Strathleven*, British steamer, 1638,
C. W. Pearson, London March 21, Ponang
April 29, and Singapore May 2, General—
ROUSSELL & Co.

May 8, *Hwei Yuen*, Chinese steamer, 924,
Wilson, Shanghai May 4, General—
C. M. S. N. Co.

May 8, *Lusitania*, German steamer, 787,
F. C. Nicollson, Saigon May 4, Rice—
SIEMSEN & Co.

May 8, *Haiwen*, British steamer, 278,
J. Mooney, Hollow May 7, General—
A. RONG & SHING LOONG.

Goods per *Suzuda Maru* undelivered
will be landed.

DEPARTURES.

May 7, *Greyhound*, for Holloway, &c.

1, *Annie*, for Kamput, 1 Chinese.

1, *Ping-an*, for Holloway, &c.

1, *Aspinwall*, for Cochin Port.

1, *Meridian*, for Yokohama.

1, *Andry*, for Shanghai.

1, *Nippon*, for Canton.

8, *Actis*, for Holloway, &c.

8, *China*, for Swatow.

GENERAL MEMORANDA.

MEMOS. FOR TO-MORROW:
Shipping.

Notice of Optional Cargo per *Strathleven*
to be sent in before Noon.

Noon.—*Peking* leaves for Shanghai.

2 p.m.—*Oldlands* leaves for Shanghai.

3 p.m.—*Oriental & Oriental S. S. Co.*'s
Steamer leaves for Yokohama and San
Francisco.

4 p.m.—*Strathleven* leaves for Yokohama.

Goods per *Suzuda Maru* undelivered
will be landed.

DEPARTURES.

May 7, *Rock Terrace* leaves for San Francisco.

Goods per *Arras* Aper undelivered after
this date subject to rent.

THURSDAY, May 11.—

Noon.—Tenders for building of a Stone
house at Kowloon, received by Naval
Storekeeper.

FRIDAY, May 12.—

Daylight.—English Mail leaves for Ports
of Call and Europe.

4 p.m.—*Mitsubishi* Mail leaves for
Nagasaki, &c.

Bonus and Dividend of Union Insurance
Society payable.

SATURDAY, May 13.—

Goods per *Andry* undelivered after
Noon, subject to rent and landing
charges.

5 p.m.—*Vladivostok* leaves for Straits.

SUNDAY, May 14.—

engaged on an anti-slavery mission in Tennessee, by Anna, sister of Sir Thomas Powell Buxton, the first negro. He was born at Bradpole, Devonshire, July 11, 1818; received his education at the Fonthill School, Tottenham, and became a旱式 manufacturer at Bradford. In 1846-7 he visited some of the distressed districts in India, and distributed a Famine Relief Fund which had been raised by the Quakers. At the general election of April, 1850, he came forward in the Liberal interest as candidate for the representation of Leeds, but was defeated by the Conservative—Edward Birnes (L.), 2,243; George S. Buxton (C.), 2,302. Forster, 2,280. In Feb., 1851, at a by-election, he was returned, with a majority for Bradford, which he has continued to represent down to the present time. At the general election of July, 1855, he was re-elected without opposition, and at the general election of Nov. 1858, he was returned at the head of the poll, the numbers being—Forster, 9,469; H. W. Ripley (L.), 9,347; Edward Mill (L.), 8,768. Mr. Forster was Under-Secretary for the Colonies in Lord Russell's administration from Nov., 1855, till July, 1856, and was Vice-President of the Committee of Council on Education from Dec., 1858, to Feb., 1874. He was a sworn of the Privy Council in 1863, and admitted a member of the Cabinet in 1870. He displayed remarkable tact and ability in passing through the House of Commons the Education Bill in 1870, and the Ballot Bill in 1872, though he gave great offence to the Nonconformists by his advocacy of the famous 25th clause. When Mr. Gladstone retired from the leadership of the Opposition at the commencement of the year 1875, it seemed probable that Mr. Forster would become the leader of the Liberal party in the House of Commons; but in a letter dated Feb. 1, he stated that even if the choice of the party fell upon him at the "caucus" which had been summoned to meet at the Reform Club two days prior to the assembling of Parliament, he could not undertake the task of leading the party "as it appeared to him clear that he should not receive that general support without which he ought not to attempt to fulfil the duties of such most difficult but honourable post." The choice of the party consequently fell on the Marquis of Hartington. Mr. Forster was elected a Fellow of the Royal Society in 1875. On Nov. 13, 1875, he was elected Lord Rector of the University of Aberdeen by 233 votes against 145 recorded for Lindsay; and the same University conferred upon him the honorary degree of LL.D. in 1876. He is the author of a narrative of his visit to Ireland, published by Joseph Crossfield in 1847; "William Penn and T. B. Macaulay"; being brief observations on the changes made in Mr. Macaulay's History of England against the character of William Penn," 1849; "How we tax India"; a Lecture on the condition of India under British Rule," 1853; and "Speech delivered after laying the memorial stone of the first school built by the Liverpool School Board," 1860. Lond., 1873. Mr. Forster is a Magistrate and Deputy-Lieutenant of the Western Riding of Yorkshire. He married, in 1860, Jane Martin, eldest daughter of the late Rev. Thomas Arnold, D.D., head-master of Rugby school.

THE ELECTRIC LIGHT ON BOARD THE O. & O. S.S. "COPPIE."

In response to invitations sent out by Mr. G. H. Haswell, agent of the O. & O. Company at this port, a large company of residents assembled on board the Company's fine new steamer *Coppii* on Saturday night, to witness the electric light, and note how that new mode of illumination has been adapted to the ordinary requirements of the steamer. Steam-launches were provided for the guests, and as the weather was favourable, a most pleasant evening was spent. Mr. Haswell (the host), and Captain Killay, the commander of the *Coppii*, received the visitors in the most courteous and kindly manner; and, with the officers of the ship, were assiduous in explaining the novelties which seem to be centred in this new White Star liner. We have already given full particulars relative to the dimensions and fitting of the *Coppii*, and need not here repeat them; but the novelty of witnessing the best points of such a vessel under the light produced by electricity was clearly sufficient to bring together a goodly assembly of gentlemen, and the idea was a very happy one. By about nine o'clock, the brilliantly-lighted saloons and ante-rooms, stair-cases, and passages of the *Coppii* were alive with visitors ready to admire and keen to criticise the effect of the new illuminator. So far as the effect of the light was concerned, neither the steamer's fittings nor the patentes of the light had any cause to be ashamed. The beautifully soft but brilliant light of Swan's incandescent lamp revealed the perfect taste and admirable arrangement present in all the appliances for the comfort and convenience of those on board this vessel. Though not large, the saloon is extremely neat, and its decoration is subdued and classic; while the ladies' room is quite a little picture of luxurious comfort and aesthetic art. The state-rooms, lavatories, and pantry, are in keeping with the generally excellent arrangements; and even under the searching light of the incandescent platinum were as clean as new. Below, the accommodation provided for Chinese passengers is exceedingly well arranged, the ventilation being good, and the canvas bulk being of the most approved pattern. The *Coppii* is fitted up for 60 first-class and 1,100 steerage passengers; there is a separate galley for cooking the rice for the Chinese passengers by steam; and the lavatory arrangements everything that could be desired. Although the excellence of the ship's arrangements were, as we have said, shown to great advantage on Saturday night, the greatest attraction was, of course, the new lighting medium now brought into use on board. The other interest, after seeing the lamps, was therefore centred in the engine-room, where the process of generating the electric current was going. The engine employed in producing the electric current is a 20-horse power double cylinder horizontal, which works at 100 revolutions per minute. When the two machines are at work (for there are two, in case of emergency) a current can be maintained to feed about 100 lamps; but we believe the not more than ninety or a hundred lamps were lit on Saturday night. The electric "engine" is said to perform from 1300 to 1400 revolutions per minute; and as the electric sparks are thrown off this part of the machine, one has an instinctive feeling that this tremendous force of nature is being drawn into the service of mankind in a wonderfully rapid manner; considering the difficulties that have been overcome during the last few years. It would be hazardous to call him to the progress of scientific improvements; and when it has now been found practicable to utilize electric light power by means of a steam-engine, who will say that it will not be the future be possible to obtain an electric motor which will revolutionise all present forms of steam power? That, however, is yet to come; even the electric light cannot as yet be said to be produced in quantities with that ease and economy which alone can entitle it to take the place of coal-gas now in general use.

Indeed, it is understood that the adoption of the new illuminator on board the *Coppii* has not proved a success from an economic point of view, as compared with older methods of lighting; and it is only when the comfort and convenience of the new mode of lighting are taken into consideration, that the balance is largely in its favour—which fact, it may be remarked, is creditable to the enterprise of the steamer's Compania concerned. In this connection, it may be observed that, in a well-provided steamer, steam power is more easily available than elsewhere, as the engine can be utilised for other purposes than that of generating the requisite current of electricity. On board the *Coppii* the engine so used has to supply power for other duties than those of producing light; while the engine, being as it were part of the machinery of the vessel, comes as a matter of course under the superintendence of the engineers on watch. In the engine-room and in the tunnel, probably even more than in the saloon and the cabins, the clear light is seen to great advantage; and there can be no doubt that the White Star steamer-owners have anticipated what will become the light of the future in all large ocean-going passenger steamers. We have to thank Mr. Haswell, the Agent of the O. & O. Steamship Company, and Captain Killay, for a pleasant and instructive evening's entertainment; and it will be strange if the wish, which was so frequently expressed in the saloon of the *Coppii*, that success may attend the efforts of this enterprising Company on behalf of shippers and passengers, be not generally re-echoed throughout the Colony. We understand that a numerous party of Chinese residents went on board the *Coppii* last night, and were much pleased with what they saw of the good ship and the wonderful invention of Swan's incandescent electric light.

CORRESPONDENCE.

STREET GAMBLING.

To the Editor of the "CHINA MAIL."

May 8th, 1882.

SIR,—Can you tell me whether it would be allowable by law, and also whether you think, I would be supported by the Police Authorities were I to assist them in putting down street gambling (for apparently they are unable to effect it themselves and it occurred to me that the civilians might assist them) by taking up to the Police Office street coolies, and the like when they can be caught in the act? I am constrained to write you on this matter, because, some time ago I informed the Police Authorities that the former disclosed the statements of their neighbours and the latter kept guard until the magistrate arrived from the city. We visited the place about 9 o'clock yesterday when the police were still on duty, and there was a large crowd surrounding the house and blocking up the approach to it. The woman was discovered in the Chinese Hospital shortly after the affair was reported, where we believe she lies in a proceeding state. The husband on making his escape went to the native city and surrendered himself to the authorities.

It seems probable, from all we hear, that the woman whose husband attempted to murder her the other day will, if carefully tended, recover. But it is also likely that if she does she will be executed. It seems a monstrous pity that so much surgical skill should be thrown away, and it would be almost kinder to let nature take its course now than to bring the poor creature back to life only to be killed over again afterwards. The outraged husband, it is said, will probably get twenty blows and a present of money.

SHANGHAI SPRING RACE MEETING.

FIRST DAY.

(Condensed from the N.-C. D. News.)

Monday, 1st May, 1882.

The members of the Shanghai Race Club opened their Spring Meeting to-day and they are again to be congratulated on the successful way in which they provided a good day's outing for others and sports for themselves. The weather, which is more than half the battle on such occasions, was all that could be desired, the sun shone out brightly, and a gentle breeze blowing across the ground prevented the heat from being disagreeable, but did not in any way interfere with good time being made by the ponies.

1.—THE LEGACY CUP.—Presented by the late James Hart.—Value, Tls. 100.—For China Ponies—Weight for inches as per scale.—Entrance, Tls. 5.—Half-a-Mile.

St. Andrew's Merry Monk, 1st. Olbs. ... 1 Bill's Gang Forward, 1st. 12lbs. 2 Kramer's Saltpeper, 1st. 13lbs. 3

For this, the opening event of the meeting six ponies came to the post out of thirteen entries. After three false starts they all got off in splendid style, *Saltpeper* having the lead which he kept until near the monument, when he was joined by *Merry Monk*, who on entering the Straight shot ahead being close followed by *Gang Forward* and *Gang Forward*, and at the finish *Merry Monk* was a winner by about two lengths, *Saltpeper* being a good third.—Time, 56 sec.

2.—THE CRITERION STAKES.—A Sweepstakes of Tls. 15 each, with Tls. 100 added.—For China Ponies—Weight for inches as per scale.—Entrance, Tls. 5.—One Mile.

St. Andrew's Merry Monk, 1st. Olbs. ... 1 Bill's Gang Forward, 1st. 12lbs. 2 Kramer's Saltpeper, 1st. 13lbs. 3

For this, the opening event of the meeting six ponies came to the post out of thirteen entries. After three false starts they all got off in splendid style, *Saltpeper* having the lead which he kept until near the monument, when he was joined by *Merry Monk*, who on entering the Straight shot ahead being close followed by *Gang Forward* and *Gang Forward*, and at the finish *Merry Monk* was a winner by about two lengths, *Saltpeper* being a good third.—Time, 56 sec.

3.—THE RACING STAKES.—A Sweepstakes of Tls. 10 each.—For China Ponies bearing both sides Griffin at date of entry.—One Mile and a Quarter.

Edmund's Foxhound, 1st. Olbs. 1 Bills' Music, 1st. 12lbs. 2 Kramer's Repeater, 1st. 13lbs. 3

For this race brought out a field of twelve ponies out of thirty-one entries. *Foxhound* was the favourite, but *Sweet Briar* and *Repeater* had some good backers. Mr. Bill declared to win with *Music* and *Harmony*, and Mr. St. Andrew with *Kramer* and *Bandsman*. Some time was taken up in starting, but when they did go off *Sweet Briar* had the lead, being close pressed by *Foxhound* and *Scarecrow*, the rest being in the ruck; this order continued all along the back straight, though *Foxhound* gained a slight advantage in passing the Gardens. At the Monument *Repeater* put on the spurs and *Scarecrow* lost a little. In the run home through the straight, *Foxhound* forged ahead and came in a good first by a length, *Repeater* being a fair third.—Time, 2 min. 41 sec.

At the close of this race the dead-head between *Imp* and *Castigator* was to have been run off, but the latter horse failed to turn up. *Imp* therefore quietly walked over the course and, we presume, secured the honours.

Indeed, it is understood that the adoption of the new illuminator on board the *Coppii* has not proved a success from an economic point of view, as compared with older methods of lighting; and it is only when the comfort and convenience of the new mode of lighting are taken into consideration, that the balance is largely in its favour—which fact, it may be remarked, is creditable to the enterprise of the steamer's Compania concerned. In this connection, it may be observed that, in a well-provided steamer, steam power is more easily available than elsewhere, as the engine can be utilised for other purposes than that of generating the requisite current of electricity. On board the *Coppii* the engine so used has to supply power for other duties than those of producing light; while the engine, being as it were part of the machinery of the vessel, comes as a matter of course under the superintendence of the engineers on watch. In the engine-room and in the tunnel, probably even more than in the saloon and the cabins, the clear light is seen to great advantage; and there can be no doubt that the White Star steamer-owners have anticipated what will become the light of the future in all large ocean-going passenger steamers.

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INSURANCES.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.
Hongkong, July 26, 1872.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.
CAPITAL £1,00,000 (One Million Sterling).

Unlimited Liability of Shareholders.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & CO.
Hongkong, July 1, 1881.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.
CAPITAL £2,00,000 | PAID-UP, £200,000.
PAID-UP RESERVE FUND, £50,000.

THE Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & CO.
Hongkong, January 1, 1882.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

**ARNHOLD, KARBERG & CO.,
Agents, Hongkong & Canton.**

Hongkong, January 4, 1882.

THE TOKIO' MARINE INSURANCE COMPANY, LIMITED.

THE MITSU BISHI MAI, S. S. CO., having been appointed Agents for the above Company, the Undersigned is prepared to accept MARINE RISKS at Current Rates and usual Discounts.

H. J. H. TRIPP,
Agent, M. B. M. S. Co.
Hongkong, April 26, 1882.

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YANGTSZE INSURANCE ASSOCIATION.
CAPITAL (Fully Paid-up)...£1,420,000.00
PERMANENT RESERVE...£1,230,000.00
SPECIAL RESERVE FUND...£1,283,936.17

TOTAL CAPITAL AND ACCUMULATIONS, 2nd April, 1881...£1,938,936.17

Directors.

H. D. C. FOREBEE, Esq., Chairman.
J. H. PINCKEVOS, Esq.
W. M. MEYERINK, Esq.
A. J. M. INVERARAY, Esq.
G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs RUSSELL & CO., Secretaries.

LONDON BRANCH:
Messrs BARING BROTHERS & CO., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill.

POLICIES granted on Marine Risks to all parts of the World.

Subject to a Charge of 12% for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the Premium paid by them.

RUSSELL & CO., Agents.
Hongkong, April 28, 1882.

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MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.
ESTABLISHED 1824.

Capital of the Company £1,00,000 Sterling of which is paid up £100,000.
Reserve Fund up to £120,000.

Annual Income £260,000.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & CO.
Hongkong, October 15, 1882.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMISION AGENT,
11, Clement's Lane, Lombard Street,
LONDON.

The Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondents, Letters, and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum, Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Murray House, Queen's Road.

Masonic Hall, Zealand Street.

Victoria Recreation Club—Bath-house and Bent-house, &c.,—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MAC-EWEN, FRICKEL & CO.

Chair and Boat Hire.

LEGALISED TARIFF OF FEES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pulaway Boats. Half hour, ... 10 cts. Hour, ..., 20 cts. Three hours, ... 50 cts. Six hours, ..., 70 cts. Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies, ... \$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

Return (direct or by Pak-foo-tum). Four Coolies, ... \$1.50
Three Coolies, ... 1.20
Two Coolies, ... 1.00

Retour (direct or by Pak-foo-tum). Four Coolies, ... \$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (1) Peak, ... \$0.75 each Coolie. (12 hours) Gap, ... \$0.60 each Coolie.

Licensed Bearers (each).

Hours, ... 10 cents.
Half day, ... 35 cents.
Day, ... 50 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 piculs, per Day, ... \$3.00
1st Class Cargo Boat of 8 or 900 piculs, per Load, ... 2.00

2nd Class Cargo Boat of 600 piculs, per Day, ... 2.50

2nd Class Cargo Boat of 600 piculs, per Load, ... 1.75

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, ... 1.00

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load, ... 1.00

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day, ... 50

Summons, ...

or Pulaway Boat, per Day, ... \$1.00

One Hour, ... 20

Half-Hour, ... 10

After 6 P.M., ... 10 cents extra.

Nothing in this Scale prevents private agreement.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, ... 33 cents.

Half Day, ... 20

Three Hours, ... 12

One Hour, ... 5

Half Hour, ... 3

Nothing in the above Scale to affect private agreements.

SAILOR'S HOME.

Any Cast-off Clothing, Books, or

Papers will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

SHARE LIST.—QUOTATIONS.

MAY 8, 1882.

Stocks. Nos. of Shares. Value. Paid-up. Reserve. Working Account. Last Divid. Di-Closing Quotations. Cash.

BANKS. HK and Shn. Bank... 40,000 \$ 125 \$ 125 \$ 2,100,000 \$ 63,639.45 40% * 115% = \$2,631 [p. s. l.]

INSURANCES. Nth.-China Ins. 1,000 TL 2,000 TL 250,000 TL 250,000 TL 603,796.00 TL 75 \$ TL 122 ex div

Yangtze Ins. 1,200 TL 350 TL 350 TL 500,488 TL 18,447.56 12% * 880 p. sh.

China Traders' Insurance... 500 \$ 2,500 \$ 500 \$ 381,757 \$ 437,688 \$ 144,271 \$ 1000 "

Chin. Ins. Office... 600 \$ 1,000 \$ 600 \$ 475,000 \$ 91,023.49 20% * \$1,000 "

Chinese Ins. Co. 1,000 \$ 1,000 \$ 200 \$ 823,842 TL 263,403.72 \$75 * \$205 nom.

HK. Fire Ins. 2,000 \$ 1,000 \$ 200 \$ 493,632 TL 144,533.01 18% * \$200 "

China Fire Ins. 4,000 \$ 500 \$ 100 \$ 18,908.06 5% * \$99 "

STEAMERS. HK and M. & M. 8,000 \$ 100 \$ 75 \$ 135,000 \$ 18,908.06 5% * \$99 "

MISCELLANEOUS. HK. & Wharf Dock... 10,000 \$ 125 \$ 125 \$ 147,563 \$ 3,180.53 4% * 50% prem. = \$137.5 p. sh.

HK. and China Gas Co. 5,000 \$ 100 \$ 100 \$ 7,489

Hongkong Hotel. 2,000 \$ 100 \$ 100 \$ 281,424 TL 820,000 TL 677.42 6% * \$250 nom.

China Sugar Co. 1,250 \$ 100 \$ 100 \$ 1,680.51 \$10 * \$131 "

Hongkong Bakery. 600 \$ 50 \$ 50 \$ 169.31 \$8 * \$80 "

Luzon Sugar Co. 7,000 \$ 100 \$ 100 \$ 500 all Rates of Payable.

LOANS. Chi. Imp., 1874-76, 272 £ 100 all 8% Jun 30 Dec 31

" 1877-18, 250 £ 100 all 8% Feb 28 Apr 31

" 1878-3, 800 TL 500 all April & Oct.

" 1881-8, 500 TL 500 all 8% Mar 1st Dec. 3% prem.

* For half-year ended 31st Dec., 1881. * For 30th April, 1882. * For year 1880